## National

WASHINGTON, D. C., THURSDAY, DECEMBER 25, 1884.

Graphic Account of its Capture and Occupation in 1861.

VIRGINIANS. SURPRISED

A Field Piece at 100 Yards Paralyzes a Cavalry Troop.

DEATH OF ELLSWORTH.

Virginians Sworn to Obey the Governor of Michigan.

BY MAJ.-GEN. O. B. WILLCOX, U. S. A.

The firing spon Fort Sumter having cleared the political atmosphere, President Lincoln issued his first call for volunteers on April 15, 1861. But the occupation of the nearest points in Virginia, opposite Washington, by Federal troops did not take place until late in May. Meantime the Capital of the Union was endangered and more or less in a state of siege. There were perintendence, and may have been omitted

HOSTILE DESIGNS UPON BALTIMORE, which, if they had prospered, would have isolated Washington from the North and possibly paved the way for its fall. There was constant correspondence between Baltimore and Charleston, and afterwards with Richmond. There were conspiracies and secret meetings. A recruiting office was opened by Louis T. Wigfall in March, and not only recruits, but cannon, arms and ammunition were shipped South; while attempts were made to "carry the State out" and to obstruct the passage of Union troops. In fact, Baltimore and Maryland were nearly engineered into the rebellien. Fortunately, the Governor of the State, Thomas Holliday Hicks, and the majority of the people were Union-loving men.

WASHINGTON WAS LONG IN GREAT DANGER. On April 19, the same day that the 6th Mass, was assaulted by a mob in Baltimore on the one side of Washington, Harper's Ferry Arsenal, on another side, had to be burned by Lieut. Roger Jones to prevent its falling into the hands of the Virginia troops, with all its arms and military stores. These two events, with the blockade of both the Philadelphia and the Harrisburg routes, raised a load cry all over the North-"the Capital is in danger"-and quickened the impulse and movements of volunteers towards the threatened point. On came the 7th N. Y. and 8th Mass., by way of Annapolis and Annapolis Junction, and "Tim Sherman's Battery" of Regulars, to re-enforce the beleaguered garrison, and Washington breathed a little more freely.

By the 28th of April there were 10,000 troops present for duty, and the Military Department of Washington was formed. Gen. Joseph K. F. Mansfield assumed command of it. Still it was considered that 10,000 more troops would be necessary to give security to the Capital."

On April 26 Gen. Scott issued an order from Headquarters of the Army † stating that "from the known assemblage near this city of numerous hostile bodies of troops it is evident that an attack upon it may be expected any moment." And the Commander-in-Chief proceeds to detail measures and posts of officers to be taken "for the defense of the Government, the peaceable | ed by Capt. J. A. Smead, 2d Art. inhabitants of the city, their property, the public buildings and public archives."

The dangers increased on all sides faster than the Union troops could muster until May 13, when Gen. Butler, with the identical 6th Mass. and other troops, numbering, however, only 1,000 men, seized Baltimore, fortified Federal Hill, was quickly re-en-

BALTIMORE WAS "CORRALLED." "My Maryland" began to show a sweep-

ing reaction, and to give independent regiments of volunteers to the Union, and all the routes by Philadelphia, Harrisburg, and Annapolis at last were safe.

Now it became high time to pay attention to the Virginia side. Danger threatened from Fredericksburg, Culpeper Courthouse, Harper's Ferry, Fairfax Court-house. and finally from Alexandria and Arlington Hights, just across the river; at all of which points Southern troops were reported. Fortunately their armament and organization were not equal to their spirit and numbers, and no attempt was allowed to be made to capture the "Government, etc.," from the Virginia side. Gen. Lee, who commanded the Virginia forces, "under the Governor and a Council," adopted a "defensive policy and methodical and thorough military prep-

Gen. Philip St. George Cocke first commanded on the Potomac, with headquarters at Culpeper Court-house. His department included the whole line of the Potomac, and, of course, included the forces opposite

Washington. On May 5 there had been a "scare" at Alexandria, which, for various "causes and reasons," induced Lieut.-Col. A. S. Taylor. commanding, to evacuate that point with his forces, among which were Powell's and Ball's companies of Virginia cavalry, and for which he was called to account by Gen. Lee, and, though not arrested, he was or-

dered back by Gen. Cocke. On May 10 Col. G. H. Terrett, of the "Provisional Army of Virginia," was assigned to the command of Alexandria and troops from Alexandria, Fairfax, Londonn, Prince William, and Fauquier Counties. On May 21 | might either resist or fall back, as circum. Gen. W. L. Bonham, of the Confederate States Army, was "assigned to the command of the troops on the line to Alexandria," with orders to post his brigade of South

\* See Gen. Scott's letter to Gen. Patterson, April Beries I, Vol. II, p. 609.
 Number 4, Series I, Vol. II, p. 602.

Carolina volunteers at Manassas Junction; Col. Terrett's command in Alexandria and officer belonging to that ship who carried this Gen. Cocke's at Colpeper Court-house were amiable message? by whose orders? and included in Bonham's "Department of Alex- for what purpose, just as our troops were

Thus matters stood on the Virginia side of the river on May 23, when the orders came from Gen. Mansfield for the offensive to begin, and for the "invasion of the sacred soil of Virginia by the Goths and Vandals of the North." The command moved in three columns-viz., by the Aqueduct, by the Long Bridge, and by steamer. Gen. Heintzelman, then Colonel on Gen. Mansfield's staff, and who superintended the crossing at Long Bridge, said in his report two months afterwards, that "on the afternoon of the 23d I went with Gen. Mansfield to the Engineer Department, and he there explained to me the plan of operations. This I understood from him did not include the occupation of Alexandria." And in this Col. Heintzelman was mistaken, for at about noon on that day Col. Ellsworth and Col. Willeox were summoned to meet Gen. Mansfield, and at 1 p. m. they received instructions for the

CAPTURE OF ALEXANDRIA.

But as these instructions came direct from the General, they may have formed no part of those assigned to Col. Heintzelman's suto him at the first interview. Besides, there was great secresy enjoined on the respective leaders of the movement. Col. Heintzelman does not mention Gen. Sanford at all in his report; but Gen. Sanford accompanied the Arlington column, in command of it, according to his own report of May 28, 1861. Aqueduct route, Staff Commanding, Capt. (1st Cav.), and a section of two guns, under Lieut. George W. Dresser, 4th Art.; while Col. Ellsworth's regiment of Fire Zouayes, viz., the 11th N. Y., went down by the steamers Baltimore and Mount Vernon. The orders to Cols. Ellsworth and Willeox were the same, viz., to act in concert; to communicate by signalling each other near the Half Way Creek at early dawn next morning, and so to time their movements as to march on Alexandria simultaneously-Ellsworth by the river front and Willcox by the Washington pike. They were to cut off telegraphic and railroad communications with the interior, attack whatever forces should oppose them, take military possession of the town, and tear up the track and bridges of the Orange & Alexandria Rail-

road from the depot as far out as practicable. The object of the last part of the performance Gen. Mansfield never explained; it did not look like a " forward movement," nor did either of the two Colonels understand it. It possibly emanated from the anticipation of a speedy return of the enemy in force to recapture Alexandria.

by land left their quarters in the city at midnight of the 23d, and rendezvoused at Long Bridge at 1 o'clock, morning of the 23d, ready to cross. Gen. Mansfield was there in person; Senator Zachariah Chandler, of Michigan, accompanied Willcox as "volunteer aid," and Capt. Owen, of Washing-

There has been much dispute as to who first crossed by the Long Bridge. The 1st Mich. never claimed the honor. That regiment was preceded by a battalion of the District of Columbia Volunteers, command-

The 12th and 25th N. Y. and 3d N. J. followed; also the 7th N. Y., which encamped near the bridge. A regular field battery and a troop of cavalry filed in rear.\*

The 12th N. Y., Col. Butterfield, accompanied the 1st Mich. as far as Four Mile Run, the Half Way Creek in question, which we reached at the peep of day. We found the enemy's videts on top of the hill just behind the Alexandria & Georgetown Canal Viaduct, and skirmishers were thown forward from the advance-guard of Michigan infantry. As the order of march had been prescribed, "cavalry in rear," it was sur- of the message from the Pawnee. Nor mised that a pursuit by Stoneman's horsemen driving the rebel videts pell-mell into Alexandria might prematurely alarm the

garrison of that ancient city. It was now clearly daylight, and no steamers were in sight off Half Way Creck, and after a sufficiently long halt to make certain that Ellsworth's command had treated us and held as prisoners of war in violation of tion, headed "Orders No. 2." was issued and cavalierly, and gone its own way oblivious any truce or agreement whatever, he would printed by some Michigan soldiers (Galloof orders, reckless and debonaire, in true certainly have claimed their restoration. | way and O'Donnell) in the office of the ven-Zonaves d'Afrique style, Col. Willcox pushed on in advance, the enemy's mounted videts keeping barely in sight.

although the videts in front of us did not | victims of "Yankee fraud." seem to scamper off to give it,-for Col. Terrett, commanding at Alexandria, reports from Manassas Junction, July 28, to the Adjutant-General of his department, that "on the morning of the 24th inst., about 1:30 a. m., Capt. Ball came to my quarters and reported that one of the videts stationed at the Chain Bridge, about three miles west of Georgetown, D. C., had informed him that a squadron of cavalry had crossed over to the command under arms to await further orders. About 5:30 a. m. an officer was sent from the steamer Pawnee, Northern Navy, to inform me that an overwhelming force was about entering the City of Alexandria, and it would be madness to resist, and that I could have until 9 a. m. to evacuate or surrender! I then ordered the troops under my command on assuming command in Alexandria, that I

stances might require." ? It seems that the Pawnee had been lying of the beginning of the war.

\*Surgeon W. E. Waters, U. S. A., was one of the tising medicine in the city, and volunteered as high private in the National Rifles, at the time when the city was supposed to be in greatest danger.
†Official Records, War of the Rebeilion, Series I,

about to march on the hostile town? Will some gentleman of the Navy rise to explain?

But Col. Terrett was mistaken as to the time of day. We actually entered the city in the midst of a glorious sunrise by 5 o'clock. The command was divided, the main body marching down Washington street, and the cavalry, supported by a company of infantry and one piece of artillery, moving off to the right and rear of the town. Now, it so happened that on reaching Duke street Ball's company of cavalry was discovered in front of the slave-pen, apparently without our being seen. In a twinkling the field piece was loaded and wheeled around the corner by Lieut. Dresser and pointed at the squadron within 100 yards distance.

THE HORSEMEN SEEMED PARALYZED. No one came forward or raised a hand. Some were mounted and some had a foot in the stirrup, and some were standing at their horses' heads. All sat or stood as motionless as statues until Col. Willcox rode forward and demanded their surrender, when Capt, Ball drew his sword and handed it to the Colonel. "You can keep your sword, sir; but who are you, and what is your command?" were about the words said. "Capt. Ball's company of Virginia cavalry, sir; and I am Capt. Ball," was the reply. The prisoners were then ordered into the slave-pen under a guard of the 1st Mich., and the column was ordered to push on to the Orange & Alexandria Railroad Depot, when a company of the Fire Zouaves appeared. The prisoners were hastily turned over to the safe-keeping of this company of Zonaves, While Col. Heintzelman, in his report dated | and the Michigan guard was relieved and July 20, mentions the movements "By the marched on. Capt. Ball claimed, with some hesitation, that by the message of the commanding officer of the Pawnee the garrison Wood," and by the Long Bridge, "Staff had until 9 o'clock to evacuate the city. It Commanding, Col. Heintzelman." The troops | was then nearly half-past five. This point that crossed at the Long Bridge for Alexan- | was reserved for examination, and the foldria were the 1st Mich., Stoneman's Troop lowing dispatch was written and posted off to Washington by Senator Chandler:

ALEXANDRIA, VA., May 24, 1861,-5:30 a.m. Alexandria is ours. One company (Capt. Ball's), mounted,-35 men and 35 horses,captured. I regret to say that Col. Ellsworth has been shot by a person in a house. O. B. WILLCOX.

GEN. MANSFIELD. I understand there are troops of the enemy

The circumstances of Ellsworth's death struck us with horror and indignation. The fact was reported to me by the Captain of the Zonave company which appeared just as we had captured Ball's cavalry. But I was not able to give the dreadful report any body. The news came that there was a strong force at the Junction, just outside the town. This intelligence overshadowed nificant warning to Col. Ellworth's death and to the resistance we were likely to

The Orange & Alexandria Depot was quickly reached and skirmishers ran out on our orders, and the work was carried forward with some precaution, until we came | well as soldiers. in contact with what proved to be a party of The little column which marched down the enemy engaged in similar work with ourselves, whereupon we discontinued, and pushing forward exchanged a few shots with their vanishing rear-guard. Finally, we saw what proved to be the last train of rebel troops making off under steam. They had been rushing trains out ever since the unfor-

tunate message from the Pawnee. Col. Terrett, in the report already mentioned, says further: "As soon as the troops were formed, which was promptly done, i. e., that we might either 'resist or fall back,') I repaired to the command, and then ascertained that the enemy were entering the city by Washington street, and that several steamers had been placed so that their guns could command many of the principal streets [?]. I ordered the command to march, and proceeded out of the city by Duke street. Capt. Ball accompanied me as far as his quarters, a little west of the railroad depot, where he halted, and I proceeded to the cars, which were about one and a half miles from the depot, where I had ordered them to be stopped; and, from orders given before marching out of the city, the cavalry was to follow in my rear for the purpose of giving me information in regard to the movements of the enemy. Capt. Powell followed my instructions, and why Capt. Ball did not I am

unable to report." Certainly there is no pretense here into a flame which raged on both sides for that Capt. Ball was captured in violation | four years. troops were assembled at a place designated, | tioned. in order that Col. Terrett "might either quire." Furthermore, if either Gen. Bonham, who commanded the Department of Alexanever felt that Ball's Troop were captured

25 Bonham reports that "Col. Terrett with | to the chapter of "accidents" for the day.

Alexandria on May 7 about 500. vance and paralyzed by the proximate mu. the oath of allegiance. to assemble at the place designated by me | zle of a field gun; and it would have been | After a few days we discovered that our madness to resist and cruelty to his men to | zealous Captain of the police force, Deville attempt to run after being so surprised. But Hubbard, of Marshall, Mich., had sworn the matter remains buried in the limbo of some 1,000 or more of the good citizens of

firemen from New York City.

I understood from Lieut.-Col. Farnham, left commanding them, that the steamers with the regiment on board swept straight | Alexandria Depot.

off the city for some days. Who was the down from the Eastern Branch and reached Alexandria a little before sunrise, neglecting or, perhaps, forgetting to lie-to off the mouth of the Half Way Creek and signal the land troops. When they arrived there was a sentinel at the wharf, who fired off his gun and fled. As near as I can make out, Col. Ellsworth landed at once with Co. A, Capt. Coyle, and started for the telegraph office, while Co. E, Capt. Leveldge, was ordered to the railroad depot," and the rest of the regiment were left to make their landing. The circumstances of his death are well known. How on his way he caught

> sight of the MARSHALL HOUSE FLAG, and with Capt. French, Lieut. Winser, Francis E. Brownell and one or two other privates, he stepped across to the hotel, leaving the company halted on the sidewalk. How he entered, and, meeting a man in the hall, demanded, "Who put up that flag?" The man answered, "I don't know; I am a boarder here." How Col. Ellsworth went up on the roof, cut the flag down himself, and, winding it around his body, was returning down the stairway, when the same man who had called himself a boarder, but who was the landlord and named J. W. Jackson, now met the party in the hall with a doublebarrel shotgun in his hands and

FIRED THE FATAL SHOT, and was himself shot down by Brownell as his beloved Colonel fell forward, exclaiming only "My God!"

Col. Farnham's dispatch to Gen. Mansfield was dated 12 minutes before my dispatch

was written, and was as follows: ALEXANDRIA, VA., May 24, 1861,-5:18 a.m. SIR: It is my painful duty to inform you that Col. Ellsworth, late commanding officer of litia, is no more. He was assassinated at Marshall House after our troops had taken possession of the city. I am ignorant of the details of the order issued to the regiment. I await further instructions. My men are posted advantageously in the streets. NOAH L. FARNHAM,

Commanding 1st Zonaves. It seemed that Jackson was warned of the should take down his flag.

ried on a litter of muskets to the steamer. But I felt apprehensive that his men would

TERRIBLE RETRIBUTION ON THE CITY. Assuming command I ordered the regiment to be collected and marched into an open field, where they were occupied with inspections and other military details until the fearful stress and excitement were calmed down and the officers had acquired full control over the ranks.

The death of young Ellsworth created a horror of indignation in the North next only to the firing upon Fort Sumter, particularly as it was, or appeared to be, applauded throughout the South enthusiastically, and, widely circulated.

In Alexandria the feeling was divided: many, probably most, of the citizens delaws of war, but uncalled for, if not brutal: the line of the road on foot and in hand cars. still others considered it as a patriotic deed, This was a serious loss, as they were both and it was accepted and adopted as an open two little bridges were burned, according to declaration to the North of the desperate resistance to be expected from citizens as

> Still, was it not a political mistake? President Lincoln, in his superhuman patience, though possibly somewhat less cautious. knowing the South better than most men, was waiting for them to place themselves

There were still much hope and much parley and many negotiations, and those who remained sanguine or doubtful after martyr, Ellsworth, as if the South assumed

By direction of the President, Ellsworth's bleeding body was transferred to the White

On the other hand, in the South it was considered that Jackson had fallen in defense of his flag, and in the eyes of his fellow-countrymen he too had his apotheosis the very transactions which mostly stirred the inmost bosom of the North and satisfied that section that "coercion" was necessary, fired the Southern heart and swept away the last vestige of "passive resistance." In Alexandria, then, and under these apparently minor and insignificant operations,

A SPARK WAS BLOWN

As for the remaining incidents connected does it anywhere appear that the Paw- with the day, they seem trifling compared nee's offer was accepted; on the contrary, the | with the ghastly tragedy we have men-

Col. Willcox soon received an uncondithe Mayor, Hon. Lewis Mackenzie. Immediate steps were taken to insure order and security. A military police was established. pickets thrown out, and a sort of proclama-As it was, they were lionized in Washing- erable Alexandria Gazette, which was found ton, whither they were sent that afternoon | deserted of its editor. The Sentinel newsunder the guard of Ellsworth's Zouaves, and | paper office was equally deserted and silent, made much of by their Southern friends as except in an echo in the last issue, as foleye, front to front, column to column, and Gen. Bonham, in his report to Gen. Lee chase them back from our soil," etc.; in of the capture of Ball's Dragoons same day, which the doughty editor reckoned without from Manassas, made no complaint. On May his host, -another little mistake to be added

as many troops as he could bring off with It was nine years since, as a Lieutenant of him arrived at 11 o'clock." And in another artillery stationed at Fort Washington, I report of same date he says: "The Alexan- | had been a frequent and pretty-well-known dria troops are here without cooking uten- | visitor in Alexandria, and I had had a pleassils, and many without arms," which indi- ant acquaintance with many of its citizens. cated more haste than Col. Terrett seemed | It was now with mingled feelings of sadness and pleasure that I visited some of my old I do not know how many troops Terrett friends, and sent assurances of safety and Virginia shore. I immediately ordered my had, but there were with Col. Taylor in protection to others who were non-combatants, while taking every military precau-Ball was ever treated with suspicion after | tion to prevent surprise from or correspondhis release and return to the Confederacy | ence with the enemy. Long afterwards I (unjustly, I think) as disloyal to his cause, heard that there were hundreds of Confedand, as was hinted in Col. Terrett's report, erate officers secreted in the city for some was supposed to have voluntarily lingered days after we thought we had everything with a view to fall into our hands. In safe and sure. But we confidently went into my opinion, he and his command were sur- camp on Shuter's Hill, while our military prised by the rapid movements of our ad- police searched for arms and administered

the mysteries and blunders of the day and | Alexandria, Va., to "obey the order of the | it properly belonged. Governor of Michigan and such officers as he Let us now go back to the Fire Zouaves, should appoint over them." He had taken so called from being composed mostly of their oath of allegiance in the words of his commission.

Depot, as we found no Zonaves at the Orange &

The Great Story of "Capturing a Locemotive."

FLYING AWAY!

The Run from Marietta to Big

Shanty.

OUT OF STEAM.

Rushing Through Dixie on the Captured Train.

BY REV. WM. PITTENGER. COVERGRIED, 1881.] CHAPTER IV.

A LOCOMOTIVE AND TRAIN CAPTURED. The greater number of us arranged to pass the night at a small hotel adjoining the in a different way. Alfred Wilson says:

"No man knows what a day may bring forth. and the very uncertainty of what that day's sun would bring forth in our particular cases coming of the troops, and could have es- of the number, did not sleep very much. Our caped, but that he stayed behind with the | doom might be fixed before the setting of avowed intention of killing any man who another sun. We might be hanging to the limbs of some of the trees along the railroad, with an I found that the Colonel's body had been | enraged populace jeering and shouting ventenderly cared for by his comrades and car- | geance because we had no more lives to give up; or we might leave a trail of fire and destruction behind us, and come triumphantly rolling into Chattanooga and Huntsville, within the Federal lines, to receive the welcome plaudits of comrades left behind and the thanks of our General and the praises of a grateful people. Such thoughts as these passed in swift review, and were not calculated to make one a large body of soldiers-some accounts said

sleep soundly.' tained a few rooms in close proximity, and crowded them to their utmost capacity. and the first party had been at Atlanta, ing all attention and resources into other Andrews noted our rooms before retiring, three weeks earlier, few troops had yet ar- channels. This unfavorable character of that he might, if necessary, seek any one of us out for a consultation before we rose. in the midst of a camp of the enemy was Porter and Hawkins were unfortunately not a part of the original plan, but subseas it was heard, subscriptions for the support overlooked; they had arrived on an earlier quently became necessary. It was certainly of the assassin's family were eagerly and train and obtained lodging at some distance a great additional element of danger, but it the far-sighted plans of Andrews, the skill from the depot. The clerk failed to have was not now possible to substitute any other of our engineers, and our own willing efforts them called in time for the morning train, as | point. plored the act, as not only a violation of the | they had ordered, and, greatly to their regret and chagrin, they were left behind cool, brave men, and Hawkins was the most experienced railway engineer of our company. W. F. Brown who took his place in | Here was a train, with several hundred pasthis work, was, however, fully competent,

who had slept little, if at all, that night, glided from room to room silently as a ghost, the doors being purposely left unfastened, and aroused the slumberers. It seemed to some Sumter, had their eyes fully opened by the of us scarcely a moment from the time of reapplause that followed the fall of our first | tiring until he came thus to the bedside of each sleeper in turn, and cautiously wakening him, asked his name, to prevent the possibility of mistake, and then told each one In the bedroom conference every action was their rage. But we found a less threatening House, and thence buried with floral deco- exactly the part he was expected to take in rations and all the military and civic honors | the enterprise of the day. There was hasty | Our engineer and his assistant knew the | schedule time of our train was very slow,that could be avished upon the martyr and | dressing, and afterwards an informal meeting held in Andrews's room, at which nearly one-half of the whole number were present, and plans were more fully discussed. Then Marion A. Ross, one of the most determined as a hero, -martyr. So that this and Sumter, of the whole number, took the bold step of revolvers abreast of the cars to be seized, and the boiler was soon exhausted. But this diffiadvising and even urging the abandonment. for the present, of the whole enterprise. He reasoned, with great force, that under present circumstances, with the rebel vigilance fully aroused by Mitchel's rapid advance; with guards stationed around the train we were to capture, as we had learned would be the case at Big Shanty, and with the road itself obstructed by numerous trains, the enterprise was sure to fail, and would cost the life of every man engaged in it. Andrews very gently answered his arguments and strove to show that the objections urged really weighed in favor of the original plan. No such attempt as we purposed had ever been made, and consequently would not be guarded against; the presence of a line of sentinels and of so many troops at Big Shanty would only tend to relax vigilance still further; and the great amount of business done on the road, with the running of many un- rity, and greatly favored our design. Yet it presented a clearer prospect of success. scheduled trains, would screen us from too | was a thrilling moment! Victory or death | These are the elements of the problem close inquiry when we ran our train ahead hung on the next minute! There was no upon which Andrews based his hopes: Big The enemy were not without warning,— heroes, and by no means considered as the lows: "We are able to meet our foe eye to of time. This reasoning was not altogether satisfactory, and some of the others joined while before, a sense of shrinking came over was convinced that no engine could be ob-Ross in a respectful but firm protest against | the writer like that preceding a plunge into | tained for pursuit. He could obstruct the persisting in such a hopeless undertaking, ice-water; but with the next breath it road so that no train would reach Big Shanty But Andrews, speaking very low, as was his passed away, and left me as calm and quiet for hours. Pinch-bars and other instruwont when thoroughly in earnest, declared that he had once before postponed the attempt, and returned to camp disgraced. the track and see if there was any hindrance men was counted ample to overcome resist-"Now," he continued, "I will accomplish to a rapid rush ahead. Almost immediately ance at any switch or passing train. One my purpose or leave my bones to bleach in he returned, and said, very quietly, "All irregular train only was expected to be on Dixie. But I do not wish to control any one | right, boys; let us go now." There was | the road, and that would soon be met, -ceragainst his own judgment. If any of you think it too hazardous, you are perfectly at liberty to take the train in the opposite di-

> rection and work your way back to camp as you can." This inflexible determination closed the discussion, and as no man was willing to desert his leader, we all assured him of our will- been an incumbrance. Wilson W. Brown, are wise after the event can pronounce the ingness to obey his orders to the death. I who acted as engineer, William Knight as attempt rash and hopeless. The destruction had taken no part in the discussion, as I was assistant, Alfred Wilson as fireman, together of the telegraph would also be necessary: not in possession of sufficient facts to judge of the chance of success, and I wished the responsibility to rest upon the leader, where

\*Probably the Alexandria, Londonn & Hampshire lessen the risk of suspicion—the train swept or the bystanders could do more than turn enterprise was too audacious for the Union

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in the early morning light, and seg that it was very long and appar vell filled, the 20 adventurers entered v, fferent doors, but finally took their places in

From Marietta to Big Shanty the railroad sweeps in a long bend of eight miles around In that moment a thousand conflicting the foot of Kenesaw Mountain, which lies | thoughts swept through our minds. Then directly between the two stations. This elevation is now scarred all over with rebel intrenchments, and was the scene of one of of the excited crowd, soldiers and citizens, the severest contests of the war. This, how- swarming and running about in the wildest ever, as well as the whole of the three months' struggle from Chattanooga to Atlanta, came a year and a half later. At this that no one was injured. A widely-circulated time the nearest Federal soldiers were more | picture represented us as waving our hats than 200 miles away.

ductor came to take our tickets we observed him carefully, as we knew not how closely his fate and ours might be linked together in the approaching struggle. The most vivid anticipation fell far short of the reality. Upon the qualities of that one man our success or failure hinged. He was quite young,-not more than twenty-three or four, -and looked like a man of resolution and energy. We also noticed that he was also scrutinizing us and the other passengers Marietta depot. Before retiring we left very closely, and naturally feared that he orders with the hotel clerk to rouse us in had in some manner been put on his guard. throbbed fast with emotions of joy and gladtime for the northward bound train, due not | In fact, as we learned long afterwards, he had long after daylight. Notwithstanding our | been warned that some of the new conscripts novel situation, I never slept more soundly. | who were reluctant to fight for the Confed-Good health, extreme fatigue, and the feel- eracy were contemplating an escape, and the 1st Fire Zouave Regiment, New York Mi- ing that the die was now cast and further | might try to get a ride on the cars. His thought useless, made me sink into slumber orders were to watch for all such and arrest almost as soon as I touched the bed. Others | them at once. But he did not think that | the greatest difficulty was to reach and take equally brave and determined were affected any of the men who got on at Marietta looked in the least like conscripts or de-

> intervening points, and did not reach Big | engine our hearts rose higher, and we talked Shanty until it was fully daylight. This | merrily of the welcome that would great us station had been selected for the seizure, because the train breakfasted there, and it was probable that many of the employees and passengers would leave it for their meal, the roughest and most difficult character. thus diminishing the opposition we might | The grades were very heavy and the curves expect. Another most important reason for the selection was the absence of any telegraph office. But, on the other hand, Campe of the country had rendered the building of McDonald had been lately located here, and | the road difficult and costly. There were as many as 10,000 men-were already assem-As the hotel was much crowded, we ob- bled. Their camp included the station within the guard-line. When Andrews rived at this point. The capture of a train

The decisive hour had arrived. It scarcely boastful to say that the annals of history record few enterprises more bold and novel than that witnessed by the rising sun of Saturday morning, April 12, 1862. sengers, with a full complement of hands, close proximity, to be seized by a mere score of men, and to be carried away before the track could be obstructed, or the intruding band into a single lightning-like stroke, could afford the slightest prospect of success. any part of the work not otherwise provided | glided rapidly forward. the slaughter of the whole party.

chance for drawing back, and I do not think | Shanty is 28 miles north of Atlanta and 32 any of us had the disposition. A little south of Kingston. Short of these places he as if no enemy had been within a hundred | ments for lifting track might be found on miles. Still, for a moment, we kept our | the captured engine, or obtained from some seats. Andrews went forward to examine station or working party. His force of 20 nothing in this to attract special observation; tainly at Kingston or before, - after which it but whether it did or not was now a matter | would be safe to run at the highest speed to of indifference. The time of concealment the first bridge, burn it, and pass on to the was past. We rose, left the cars, and walked | next, which, with all other large bridges, briskly to the head of the train. With to could be served in the same manner. Each precision of machinery, every man took his bridge burnt would be an insuperable barappointed place. Three cars back from the rier to pursuit by an engine beyond that tender the coupling-pin was drawn out, as point. Thus every part of the scheme was the load of passenger-cars would only have fair and promising. Only those critics who with Andrews, moduted the engine, Knight but this was not difficult. It seemed as if grasping the lever, and waiting the word every contingency was provided for; and, for starting. The appointed brakesmen then, there was the additional fighting power threw themselves flat on the top of the cars. of 20 chosen men to guard against any pos-At a signal from Andrews, the remainder of sible emergency. We were now embarked The train was now nearly due, and we the band, who had kept watch, climbed with on this most perilous but hopeful voyage. proceeded to the station for the purchase of surprising quickness into a box-car which Coolness, precision of work, and calm effort stood open. All was well! Knight, at An- could scarcely fail to sever the chief military tickets. By the time they had been pro- drews's orders, jerked open the steam-valve, communication of the enemy before the setcured-not all for one place, as we wished to and we were off! Before the camp-guards ting of the sun, and convince him that no up to the platform. Hastily glancing at it a curious eye upon our proceedings, the train arms.

nly was under way, and we were safe from interruption.

IV-NO. 20.-WHOLE NO. 176.

The writer was stationed in the box-car. and as soon as all were in, we pulled the door shut to guard against any stray musketballs. For a moment of most intense suspense after we were thus shut in all was still.

came a pull, a jar, a clang, and we were flying away on our perilous journey. Those who were on the engine caught a glimpse confusion. It has been said that a number of shots were fired after us, but those in the box-car knew nothing of it, and it is certain and shouting in triumph. Nothing so mel-When the train moved on and the con- odramic took place. The moment was too deep and earnest, and we had too many perils still to encounter for any such childish demonstration.

Yet it was a grand triumph, and having nothing of a more practical character for the moment to do, I realized it to the fullest extent. There are times in life when whole years of enjoyment are condensed into a single experience. It was so with me then. I could comprehend the emotion of Columbus when he first beheld through the dim dawn the long-dreamed-of shores of America, or the less innocent but no less fervent jey of Cortez when he planted the Cross of Spain on the halls of Monteguma. My breast ness that words labor in vain to express. A sense of ethereal lightness ran through my veins, and I seemed ascending higher, higher, with each pulsation of the engine. Remember, I was but 22 then, full of hope and ambition. Not a dream of failure shadowed my rapture. We had always been told that possession of the engine, after which success was certain. But for unforescen contingencies it would have been.

Away we rush, scouring past field and vil-The train ran slowly, stopping at several lage and woodland. At each leap of the later, our enterprise done, and the brighest

laurels of the war eclipsed! We found the railroad, however, to be of numerous and sharp. We seemed to be running towards every point of the compass. The deep valleys and steep hills of this part numerous high embankments where an accident would be of deadly character. The track was also uneven and in generally bad condition, for the war had rendered railroad iron scarce and high-priced, besides divertthe road very greatly increased the difficulty experienced by an engineer unfamiliar with ing the varied difficulties incident to our progress. But we trusted implicitly that

would overcome all hindrances. Our first run was short. There was a sudden checking of speed and a halt. When those of us who were in the box-car pushed open our door and asked the reason for stopping so soon, we were told that the fire was low and the steam exhausted. This was startling intelligence, and caused a moment of consternation. If our "General"the name of the locomotive we had captured lying inside a line of sentinels, who were | -failed us at the beginning of the race, we Long before the train was due, Andrews, distinctly seen pacing back and forth in too well knew what the end would be. For hundreds of miles on every side of us were desperate and daring foes. A hundred times our number of horse and foot could be gathered against us in a few hours. engineer shot down at his post. Only the The most timid bird pursued by hounds most careful calculation and prompt execu- feels safe, for its wings can bear it above tion, concentrating the power of the whole their jaws. But if those wings should be broken! This engine gave us wings; but if it should be disabled no valor of ours could predetermined with the nicest accuracy. explanation of our premature halt. The signal at which to start; the brakesmen had only about 16 miles an hour,—and the fires their work assigned; the man who was to had been allowed to run down because of uncouple the cars knew just the place at the expected stop of 20 minutes for breakfast which to make the separation; the remain- at Big Shanty, -a stop that we had reduced der of the number constituted a guard, in | to less than two minutes. Then the valve two divisions, who were to stand with ready | being thrown wide open, the little steam in shoot down without hesitation any one who | culty was of short duration. A rest of three attempted to interfere with the work. An- minutes, with plenty of wood thrown into drews was to command the whole, and do the furnace, wrought a change, and we again

> for. Should there be any unexpected hin- But when viewed soberly, and in the light drance, we were to fight until we either of all the facts since developed, what were overcame all opposition and captured the the chances of success and escape possessed train or perished in a body. If we failed to by the flying party? Was the whole atcarry off our prize we were inevitably lost; tempt, as has been frequently asserted, rash if any man failed to be on board when the and foolbardy? Or had it that character of signal was given, his fate also was sealed. practicability which is ever the stamp of A delay of 30 seconds after our designs be- true genius? Historical accuracy, as well came clearly known would have resulted in as justice to the memory of a brave but unfortunate man, compels me to pronounce the When our train rolled up to the platform scheme almost faultless. In this estimate I the usual announcement was shouted, "Big have the full concurrence of all who were Shanty: 20 minutes for breakfast!" Most engaged on the opposite side. It is hard to fortunately for us, the conductor, engineer, see how the plan could have been improved firemen, and train-hands generally, with without allowing its projector to have had a many of the passengers, poured out, and knowledge of the precise condition of the hurried to the long, low eating-room which | enemy such as no commander at the begingave its name to the station. The engine | ning of an important enterprise ever has. was utterly unguarded. This uncommon No one of the plans by which Gens. Grant carelessness was the result of perfect secu- and Sherman finally overthrew the rebellion